

# CHINA



# MAIL.

Established February, 1845.  
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4889. 號五廿月七年七十七百八千一英

HONGKONG, WEDNESDAY, JULY 25, 1877.

日五十月六年丑丁

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—Y. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill. GORDON & GOSCH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMPSON & Co., 180 & 184, Leadenhall Street.

NEW YORK.—ANDREW WILD, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SHEPHERD, GUNTER & CAMPBELL, Amoy, WILSON, NICHOLLS & Co., Foochow, HEDEN & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WATSON, Manila, C. HEINER & Co., Macao, L. A. DA SILVA.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.  
RESERVE FUND, \$600,000 Dollars.

COURT OF DIRECTORS.

Chairman.—H. HOFFMANN, Esq.

Deputy Chairman.—F. D. SAMPSON, Esq.

E. R. BELLING, Esq.

W. H. FORBES, Esq.

HON. W. KESWICK.

A. McIVER, Esq.

## CHIEF MANAGER.

Hongkong, .. THOMAS JACKSON, Esq., Manager.

Shanghai, .. EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

## HONGKONG.

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits, —

For 3 months, 2 per cent. per annum.

" 6 " 3 " " "

" 12 " 5 " " "

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Profits, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

## T. JACKSON,

Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East.

Hongkong, March 29, 1876.

## CHARTERED BANK OF INDIA,

AUSTRALIA & CHINA.

CAPITAL, .. \$200,000.

RESERVE FUND, .. \$110,000.

## BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

## For Sale.

AERATED WATERS,

IN

CODD'S PATENT GLASS STOPPERED BOTTLES.

FROM the 1st July, the Price of all kinds of AERATED WATERS will be only

FORTY CENTS Per Dozen.

SARSAPILLA WATER,

75 Cents per Dozen.

ED. CHASTEL,

2, Wyndham Street, opposite the Hongkong Club.

Hongkong, June 30, 1877. jy30

## FOR SALE.

TO CONTRACTORS, HOUSE-

BUILDERS, SHIP-BUILDERS, AND

CARPENTERS.

LANE, CRAWFORD & Co. have Received a Shipment of

FIRST-CLASS MANILA HANDWOOD,

of Different Kinds, and of the Very Best Quality, Suitable for HOUSE BUILDING, SHIP BUILDING, and for all kinds of Work requiring Timber of the most durable nature.

## — ALSO —

A Good Assortment of Logs and Planks of TEAK WOOD of the most Superior Quality.

LANE, CRAWFORD & Co.

Hongkong, July 19, 1877. an19

## For Sale.

FOR SALE.

CUTLER, PALMER & Co.'s

Celebrated

Brands of WINES and SPIRITS.

Apply to

SIEMSEN & Co.

Hongkong, June 22, 1876.

## NOW READY.

A CHINESE DICTIONARY IN THE

CANTONESE DIALECT. Part I.,

A to K, with Introduction. Royal 8vo.,

pp. 202.—By ERNEST JOHN EITEL, Ph.D.,

Tübingen.

Price Two Dollars and a Half.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WATSON, Shanghai.

Hongkong, February 8, 1877.

## Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from W. H. MOSSOR, Esq.,

Marshal of the Vice-Admiralty Court of Hongkong, to sell by Public Auction, on

THURSDAY,

the 26th day of July, 1877, at 11 o'clock a.m., at the Sales Rooms of the Under-

signed,—

The American Barkentine

"ROSINA,"

Of 406 Tons Register or thereabouts,

as she now lies in the Harbour of Hong-

kong, with Two Suits of Working

SAILS, One Suit NEW SAILS,

1,500 superficial feet LUMBER, PRO-

VISIONS, CHAINS, ANCHORS,

BOATS, and all her Appurtenances.

The Vessel was Remetalled and Re-

paired in New York, in December, 1874,

and there classed "A1," for Four Years

in American Lloyd's. She was again Re-

metalled and repaired at Melbourne,

in November, 1876, at a Cost of about

\$1,000 and supplied with the New Suit

of Sails referred to at a Cost of over £200,

and was then certified by the Surveyor to

the Merchant Shipping and Under-

writers Association Limited, as being fit

to Carry Dry and Perishable Cargo to

any part of the World. She Carries

580 tons of Coals or 800 tons Light

Cargo of 40 cubic feet, 9,000 piculs of

Rice on 14 feet Draught. She is a fast

Sailing Vessel, and is in Complete Order

for Sea on the shortest notice.

She has Four BOW TIMBER

PORTS, two in the Lower Hold 32 x 32

inches, and two in the 'Tween Decks

40 x 28 inches.

For further Particulars and Inventory,

apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of

the hammer in Mexican Dollars weighed

at 7.1.7.

The Vessel to be at purchaser's risk

on the fall of the hammer.

J. M. ARMSTRONG,

Government Auctioneer.

Hongkong, July 13, 1877. jy26

PUBLIC AUCTION OF LUMBER.

LANE, CRAWFORD & Co. have

received instructions to sell by

Public Auction, at the Godowns of Messrs

RUSSELL & Co., Wanchai, on

THURSDAY,

the 26th July, 1877, at Noon,—

About 3,000 feet of GEORGIA PITCH

PINE PLANKS, Sizes 3 and 4 inch.

In Lots to suit Purchasers.

TERMS OF SALE.—Cash before delivery

in Mexican Dollars weighed at 7.1.7.

All lots, with all faults and errors of

description, at purchaser's risk on the

fall of the hammer.

Hongkong, July 24, 1877. jy27

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell

by Public Auction, in their Sale

Room, Praya Central, on

FRIDAY,

the 27th July, 1877, at Noon,—

An Assorted Invoice of FANCY

GOODS, comprising: Watch Stands,

Purses, Harmoniums, Snuff Boxes,

Messerschmied Cigar Tubes, Albums,

Walking Sticks, Pencils, Tooth Brushes,

Tooth Combs, Pocket Flasks, Linen

Handkerchiefs, Stockings, Lamp Chim-

neys, Soda Water Tumblers.

Also,

8 cases Vulcan Safety Matches.

20 boxes White Beans.

50 Lemons and Giranda's Revolvers.

1 case Glass Ornaments for Ladies' Dressers.

TERMS OF SALE.—Cash before delivery

in Mexican Dollars weighed at 7.1.7.

The Lot or Lots, with all faults and errors

of description, at purchaser's risk on the

fall of the hammer.

Hongkong, July 24, 1877. jy27

## Notices of Firms.

NOTICE.

MR. F. C. DITTMER is authorized to

Sign our Firm per Procuration.

SANDER & Co.

Hongkong, June 23, 1877.

NOTICE.

FROM This Date Mr. EDWARD SHEPPARD

and Mr. M. W. GREEN, are autho-

rized to Sign the name of our Firm per

Procuration at Foochow, and Mr. F. F.

ERWELL at Amoy.

RUSSELL & Co.

China, June 1, 1877. del

NOTICE.

MR. EDWARD BURNES will Conduct the

BUSINESS of my OFFICE, during my

Temporary Absence from the Colony.

R. H. CAIRNS,

Surveyor to Local Offices,

and Lloyd's Register of Shipping.

2, Club Chambers,

Hongkong, March 17, 1877. no18

NOTICE.

BY Mutual Consent, the Firm of

FREERES, RODATZ & Co. has been

DISSOLVED on This Day.

R. FREERES.

G. O. F. RODATZ.

Hongkong, June 30, 1877.

THE Undersigned, Establishing them-

selves This Day as SHIPHAND-

LEERS and GENERAL STOREKEEPERS

under the Style and Firm of RODATZ & Co.,

have taken over the Business of the late

Firm of FREERES, RODATZ & Co.

G. O. F. RODATZ.

C. KOCH.

Hongkong, July 2, 1877. an2

NOTICE.

THE Undersigned has been Appointed

AGENT at this Port for THE POSI-

TIVE GOVERNMENT SECURITY LIFE ASSUR-

ANCE COMPANY (LIMITED).

W. H. NOTLEY.

Hongkong, June 6, 1877.

Intimations.

THE UNION MARINE INSURANCE

COMPANY, LIMITED.

THE Undersigned having been Appoint-

ed AGENTS of the above Company

at HONGKONG and FOOCHOW, are

prepared to accept Risks and Issue Policies

by First-Class Steamers, at current

rates, Payable either here, in LONDON,

in LIVERPOOL, or at the principal Ports of

India and the East.

BIRLEY & Co.,

Agents.

Hongkong, May 21, 1877. an22

NOTICE.

MRS. G. B. FALCONER, Widow and

Administratrix of the late G. B.

FALCONER (sole and only Partner of the

Firm of GEORGE FALCONER & Co., Watch

Manufacturers, Jewellers, &c., &c., Hong-

kong), and Mr. MATTHEW FALCONER,

Brother of the Deceased, beg respectfully

to intimate that they have agreed to CON-

TINUE the BUSINESS so long carried on

by the late Mr. FALCONER.

In making this announcement, they have

pleasure in stating that they have made

such arrangements that the efficiency and

high reputation formerly enjoyed by the

Firm, will be maintained in its entirety in

all its branches.

The Stock, as hitherto, will consist of

EVERY ARTICLE of the BEST QUALITY and

WORKMANSHIP, and they hope to be favour-

ably received by the public patronage

which was so liberally extended to the late

Mr. FALCONER, and, in soliciting such, no

efforts will be wanting to inspire that con-

fidence on the part of their Customers

which was so marked a feature in the

Business as formerly conducted.

The Business will be carried on in the old

Premises under the same Name and Style

as hitherto, viz.,

GEORGE FALCONER & Co.

Hongkong, July 2, 1877. an2

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR

1876.

SHAREHOLDERS in the above Office

are requested to Furnish the Under-

signed with a List of their Contribution

for the Year ending 31st December, 1876,

in order that the distribution of the Net

Profits reserved for Contributors may be

arranged. Returns not rendered prior to

the 31st August next, will be adjusted by

the Office, and no Claims or Alterations will



## NOTICES TO CONSIGNEES.

## COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. DJEMNAH.

## NOTICE.

CONSIGNEES of Cargo per S. S. *Gangue*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before TO-DAY, at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 28th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DE POUEY, Agent.

Hongkong, July 22, 1877. 1728

## BARQUE KAIKOW, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading for countersignature to the Undersigned, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK &amp; Co., Agents.

Hongkong, July 23, 1877. 1730

## FROM LONDON AND SINGAPORE.

THE S. S. *Glenroy* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before 1 p.m. To-day.

Cargo remaining undelivered after the 30th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; Co., Agents.

Hongkong, July 23, 1877. 1730

## FROM KURACHIEE.

THE British Barque *Twilight* having arrived from the above Port, Consignees of Cargo by her are hereby requested to send their Bills of Lading for countersignature to the Undersigned, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON &amp; Co., Agents.

Hongkong, July 23, 1877. 1730

## DANISH SHIP DORIS BRODERSEN, FROM SAIGON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MELCHERS &amp; Co., Agents.

Hongkong, July 21, 1877.

## BRITISH BARK ENID, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, July 7, 1877.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DE POUEY, Agent.

J. G. No. 1, 1 case Books, from Marseilles.

Remondet &amp; Co., Agents.

Hongkong, July 14, 1877.

## To-day's Advertisements.

## PUBLIC AUCTION.

MESSRS LANE, CRAWFORD & Co. have been instructed to sell by Public Auction, on

TUESDAY,

the 31st July, 1877, at 11 a.m., at Her Majesty's Ordnance Stores, Queen's Road East,—

The following UNSERVICABLE GOVERNMENT STORES:—

Old Bedding, Blankets, Brass, Canvas, Copper, Cordage, Horse Shoes, Nails, Pony Shoes, Horse Rugs, Parts of Harness, Cast and Wrought Iron, Leather, Cotton Linen and Woollen Articles, Sand Bags, Waterproof Sheets, Steel, Timber, Tin, Tents, Zinc, Great Coats, Waterproof Ditto, Wicker Helmets, Cement Casks, Packing Cases, and various Miscellaneous Articles.

Terms of SALE.—Cash on delivery in Mexican Dollars weighed at 7.1.7. All faults and errors of description to be at purchaser's risk on the fall of the hammer.

F. C. P. SILVEIRA, Senior Ordnance Officer.

Ordnance Office.

Hongkong, July 25, 1877. 1731

## To-day's Advertisements.

## FOR HOIHOW.

The Steamer "OLYMPIA."

NAGEL, Master, will be despatched for the above Port on FRIDAY, the 27th Instant, at 9 a.m.

For Freight or Passage, apply to SIEMSEN &amp; Co.

Hongkong, July 25, 1877. 1727

## NOTICE TO CONSIGNEES.

## THE BRITISH BARK PENSRAW, FROM ANTWERP.

CONSIGNEES of Cargo by above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER &amp; Co., Agents.

Hongkong, July 25, 1877. 1727

## THE HONGKONG HOTEL COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$2.50 per share, declared at the Ordinary Half-yearly Meeting of Shareholders held To-day, will be payable TO-MORROW and after, at the HONGKONG AND SHANGHAI BANKING CORPORATION.

Shareholders are requested to apply at the Secretary's Office for Warrants. By Order of the Board of Directors, LOUIS HAUSCHILD, Secretary.

Hongkong, July 25, 1877. 1726

## HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND, at the Rate of 8% or \$2.25 per SHARE, Declared at the Ordinary Half-yearly Meeting of Shareholders held To-day, will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after FRIDAY, the 27th Instant.

Shareholders are requested to apply at the Office of the Company for Warrants. By Order of the Board of Directors, P. A. DA COSTA, Secretary.

Hongkong, July 25, 1877. 1726

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## CARGO.

Per S. S. *Gangue*, called 17th July, 1877: For Yokohama, 20 bags Coffee, 200 bags Sugar, 35 bags Safflower, and 265 bags Merchandise. For San Francisco, 2,537 bags Sugar, 1,995 bags Rice, 423 bags Beans, 52 rolls Matting, 248 pigs—Tea; 2,569 Empty Quicksilver Flasks, 10 chests Opium (Crude), 36 boxes Prepared Opium, 2 boxes Silks, and 3,976 pigs Merchandise. For Cincinnati, 1 box Merchandise. For Boston, 8 cases Chinaware. For Philadelphia, 30 half-chests Tea. For New York, 17 cases and 267 bags Silk, 1,523 half-chests, 155 pigs, and 438 boxes Tea.

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offense, when he pleaded that he was only a collector of old rags and was discharged then. He also denied the charge of begging now, saying he was only asking a gentleman who was smoking to give him the end of the cigar. The Magistrate discharged him again, but warned him that if he should ever be brought up again, he would be deported from the Colony.

## A PORCINE CASE.

John Spedding, seaman American barque *James B. Stone*, was charged with assaulting a Chinaman named Lam Ahong, who was employed in a roast-meat shop, at East Street, Taipingnan. Spedding got some roast pork to eat, but he would not pay for it. When he was called upon to pay, he struck the man on the face, cutting his eye. P. C. Penn stated that he was on duty when he heard a great noise and saw the defendant attempting to strike anybody he came across, and the complainant was bleeding from the eye. The defendant was drunk but was not inebriated. He gave a great deal of trouble to take him to the Station. Fined \$5, or 14 days' hard labour.

## A GAME OF SKILL.

How Ang and Leung Mui, coolies, were charged with gambling at Yowmahitee. A number of men were collected at the place where boats generally take refuge in typhoon times. The defendants urged in their defence that they were only playing for amusement; the night was hot and they were only playing for amusement. Discharged with a caution.

## RETURNING FROM DEPORTATION.

Chun Aon, hawker, was charged with having returned from deportation. He was convicted on the 26th January 1874, and was afterwards deported. He was committed for trial.

## LABOUR.

Three Chinese fishermen were brought up, charged with stealing a wooden anchor from one Lee Ang, who was a former living near Whitefield Station. The 1st did not know anything of the affair and was discharged. The 2nd was the owner of the boat, and he said the anchor came up with a rope of his. He had a good mind to return it, but he did not know whose it was. The 3rd was a stevedore employed by the 2nd, and he knew that the anchor was being taken up. They were sent to three weeks and one week's hard labour respectively.

In connection with the above case, a second charge was preferred against the 2nd defendant for stealing a quantity of clothing from a boatman, and he was sent to one month's hard labour, to take effect after the expiry of his sentence in the first case. Another man who received the property from him was sent to 21 days' hard labour.

## ROGUES AND VAGABONDS.

William Springer, Thomas Ryle and John Charles, described as seamen unemployed, were again brought up for being found on the hill-sides. The first had said that he ran away from the *Leading Wind*, the 2nd from the *Bellied Will*, and the 3rd from Shanghai, having deserted his ship there. P. C. No. 92, Stewart, said to-day that he had been to the U. S. Consulate about these defendants and he learnt that the 1st defendant's real name was Shea; he had been put on board a fortnight ago, and the Consul wished him to be kept in custody until he was required, and that his expenses of keeping would be paid. As to the 2nd defendant he did leave the *Bellied Will* as far as witness could learn, but as regards the 3rd he could not find out anything. The Magistrate remanded the 1st defendant till the 28th for an officer from the *Leading Wind* to attend, and notice to this effect was sent to the U. S. Consul. The 2nd and 3rd were sent to 14 days' hard labour as rogues and vagabonds.

## CORRESPONDENCE.

## CANTON JOTTINGS.

To the Editor of the "CHINA MAIL."

Hongkong, July 25, 1877.

SIR—In your notice of the celebration of the last Fourth of July, you remarked that, may be, unprecedented circumstances of the *Victor Emmanuel* hoisting the Stars and Stripes in the absence of any American man-of-war in the harbour. Evidently, a "change over the spirit of the dream" has or is coming, and the ties of affinity between John Bull and Jonathan appear to be more substantial and genuine now. You will therefore not be surprised to hear that at Shumson Church the Venerable Archdeacon Gray connects now the President of the United States with the Queen of England in the course of divine service. This is no doubt a high compliment to the American community of Canton, and in the meanwhile proves how liberal-minded the Venerable gentleman is. In concluding a very impressive discourse on Sunday last, he alluded, in touching words, to the death of the Rev. C. F. Weston. As a contemporary to him in the commencement of their respective ministerial careers in Canton, "he is gone," said the Archdeacon, "and I am left." The last words of the venerable preacher I was unable to catch. To the occasional visitor to the City of Rams I may suggest not to take any fan with him to the Church, as the neat little chapel contains no less than ten punkas, and a fan to each pew.

The modern Solomon's Temple is not yet completed. You will no doubt understand that I refer to the French Cathedral. Apparently a good deal is yet to be done to this model church in the East. The building of it possesses quite a history. What the French wish to do with their ground at Shumson, is a question that suggests itself to one when he crosses over the river. The English concession appears to have no more spare lots for sale, and Hongkong is almost deserted by foreigners. Instead of a Steam Laundry Company I would suggest the lease of the French Cathedral at Shumson, for a first-class Hotel to be built there. The promoters of such a scheme, I think, will meet with greater success than by interfering with the daily bread of our dabbly-wallahs.

I have just looked at my watch, and it directs me to lay down my pen, which I do, as I know the remainder of my "notes" will keep, like port wine, I must, however, tell you, that the Canton Observatory no cyclone was anticipated.

AN OCCASIONAL TRAVELLER.

## Japan.

(Japan Mail, July 14th.)

Yesterday afternoon (July 14th) the United States Consul-General heard a charge brought by George Miller, stevedore, and his wife, against three seamen of the U. S. S. *Zanzeness*, for assault and battery. Mrs. Miller said that while she was sitting in a *jinrikisha* near the English bath on Monday morning last waiting for the return of her husband on board ship, one of the accused named McAdams accosted her and demanded the return of some two dollars which he said she owed him from the night before. As McAdams was quite a stranger to her, she told him so and assured him that she was not in his debt to her knowledge. After giving vent to a tirade of foul words and uncalculated abuse, Mrs. Miller said that McAdams, with the assistance of another seaman named Moore who came up at this moment, carried her *jinrikisha*, so that she was pitched into the street, receiving several bruises in consequence. Mr. Miller now made his appearance and a general scuffle took place, in which Mr. Miller was severely kicked and had to take refuge in the boat house.

The evidence for the defence was of a very contradictory nature, and in the end the Consul-General, who characterized the assault as a disgraceful act, unworthy of men and American seamen, sentenced McAdams and Moore to ten days' imprisonment, three to be passed on bread and water. Moore was discharged.

An action was brought by Messrs. Lape, Crawford & Co., against J. H. McGeorge in the American Consular Court yesterday, to recover the sum of \$134.57, balance of two accounts rendered. Defendant admitted one bill and stated his willingness to pay the amount as soon as he had earned the money, but the other he claimed to have already paid. After hearing the evidence, which General Van Buren characterised as being too equally balanced to admit of any decision other than mere guess-work, the case was adjourned. The litigants in the meanwhile were advised to come to some amicable arrangement out of Court. We have since heard that this has been effected.

A government notification has been issued to the effect that the exportation of salt-petre, temporarily authorized in 1873, is now again interdicted until further notice.

## THE INSURRECTION IN JAPAN.

(Tokio Times, July 14th.)

Confident hopes are entertained of the practical termination of the war in Kiusiu before the end of this month. That ineffectual guerrilla conflicts may continue for a long period is recognised as possible, but the rebels are anticipated in one more general engagement. The final rallying place is thought to be Miyako no Jo, near Nobonaka, a strong position in Higo. Saigo seems to have been lost sight of for the last few weeks, even by his own adherents, but this must not be taken as positive evidence of his inactivity, and still less of his death, as many have supposed it might. The Court is still held at Kioto, whither some of the new foreign ministers have travelled to present their credentials. Renewed preparations for the Emperor's return to Tokio are, however, in progress.

## LONDON GOSSIP.

June 15, 1877.

Major Adams Barlow, having escaped from Egyptian bondage, is (says *Messenger*) now on the high seas, and times himself to arrive at the Victoria Docks in the *Agua* on June 16. He is to meet his London friends at the Old Wanderers' Club, and tell the story of his perils and hairbreadth escapes.

The *Whitehall Review* is informed that Austria is not only making preparations for the mobilisation of her army, she is also actively engaged in equipping her navy. All monitors and ironclads are being prepared for service. The monitor *Tegethoff*, which is on the stocks, is being rapidly completed. She will be the largest monitor in the Austrian fleet, and will cost 5,000,000 florins. Her armour will consist of 14-inch plates, each plate costing 10,000 florins. Upwards of 100 such plates are required for the vessel's defence, and even then she is not torpedo-proof.

At a certain vestry meeting, a discussion arising as to the advisability of placing a wall round a cemetery, and the question of expense being mooted, further argument was produced by one elderly warden, who exclaimed, "What is the use of a wall? Why, them as is inside can't get out, and I'm blessed if them as is outside is anxious to get in."

On June 9 Mr. Felix Rogers, of Sanger's Amphitheatre, sailed in a tub, accompanied by four geese, from Battersea to Westminster Bridge. The tub was two feet deep by two feet six inches in diameter, and it was balanced by heavy weights, four geese being harnessed in front. The actor was dressed in a naval captain's attire, and sat on a seat fixed across the centre of the tub. Two on the ebb tide, which was flowing strong enough to carry the tub steadily along, the geese drawing it, their heads being as often as not turned towards the occupant. It was a few minutes after three when the tub passed under Westminster Bridge, and it was carried as far as a large timber wharf on the Surrey side before a landing could be effected. After some delay Mr. Rogers was got safely into a boat and rowed to the Westminster Bridge steps, where he landed.

The shady corner of the Park, opposite Stanhope Gate, is more frequented this year than ever, and every Sunday afternoon fair women and brave men, not to speak of over-dressed children, muster there in great strength. The chairs are closely packed, and locomotion is a slow process, so one overhears curious scraps of conversation occasionally. I was much amused last Sunday by hearing a young lady say to an admirer, "Hush! beware of the torpedo," and on his asking for an explanation, she answered, "Oh, it's only our new name for mamma, because she blows us up."

The following entry (says *Coming Events*) appeared the other day in an orderly book at Chatham:—"The late Private Jones, of the 70th Regt., to be attached to the 20th Regt. for internment." Could the force of red tape go further? That a dead soldier should have to be "attached to another regiment" before he can be buried! We can only say with Dominie Sampson, "Prodigious!"

We are shortly to receive a visit from the Rev. Phoebe A. Hemerford, a genuine American female parson, duly ordained to the ministry by the Rev. John Adams and the Rev. Olympia Spry, of Hingham.

Church, Massachusetts. The Rev. Phoebe has acquired a reputation both as a preacher and as an author. In the former capacity she officiates regularly at the Church of the Good Shepherd, Jersey City, of which she is, or rather was till the other day, the pastor, and her popularity may be gathered from the fact that her sermons bring her in a net income of 26,000 dollars a year. As an author the reverend lady is known best by her "Life of Lincoln," "Life of Peabody," and "Women of the Century." There has been, unfortunately, a split among the congregation of the Church of the Good Shepherd on the question whether male or female preachers are the more desirable. The matter was decided in favour of the males by the narrow majority of five. The minority have now seceded, and resolved to build a new church for themselves, of which the Rev. Phoebe is to be pastor. The fair shepherdess has seized the opportunity of paying a visit to England while the church is in process of building; and she intends to demonstrate to benighted Britons the mistake of allowing males to monopolise the pulpit.

At Aldershot a systematic attempt is being made to reduce mess expenses. It has been much the fashion of late years for every regiment quartered in a camp or large garrison for the officers of each regiment to invite to dinner the officers of every corps on its first arrival. The expense is very great, for it is of course indispensable that return dinners should be given; and the result is a series of "big drinks" and enormous mess bills, which rarely on an average below 13s. a month are cleared. General Herbert has endeavoured to stop this extravagance at Dublin, and at Aldershot Sir Thomas Steele has issued an order that no regiment shall issue an invitation to another without it having previously obtained sanction.

A very serious defect has been made manifest in the Martini-Henry rifle. It has been found that the "striker" of the look is very apt to break, and thus to render the weapon absolutely useless. To such an extent has this taken place that in one battalion of Guards as large a proportion as ten per cent. of the rifles have been found to be disabled from this cause.

A party of tourists was one night doubled up in the few rooms found at command, had to chum together as best they might. An evangelical parson and an avowed but an evangelical Yankee were thus bedded in the same room. On the following morning the Yankee jumped out of bed, and immediately began to dance about and to curse and swear in the most horrible manner. The parson put his head out from beneath the clothes and rebuked him, saying, "Think, my friend, if you begin the day in this manner, how are you likely to end it?" "Wall," said the Yankee, "I guess if you'd jumped out of bed on to the business end of a tin-kick you wouldn't begin the day with the Lord's Prayer."

The following distressing story may be relied upon.—A well-known and highly-honoured General who has grown grey, bald, and deaf in Her Majesty's service was dining recently at a military banquet over which H.R.H. the Duke of Cambridge presided. After dinner the Duke made one of those happy little speeches for which he is famous, and the General, anxious not to lose any word of it, adjusted to his ear a silver trumpet, with which he is privately provided for extraordinary occasions. And now comes the distressing part of the story. A hurried and probably short-sighted waiter, carrying the toast, saw the trumpet, took it for a glass, and with one cant of a large-mouthed jug filled it to the brim with dry champagne! It is to be hoped nobody will laugh at this.

## IRONCLADS AND TORPEDOES.

Writing from Hirsowa, on June 7, the correspondent of a contemporary gives the following account of the fishing up of torpedoes from the Danube by the Turks:

For some days past the Turks have been prevented moving their war steamers *Odessa*, *Ati*, and *Fatih Selim* from opposite the village of Kiabe, four hours below Hirsowa, on account of the dread of torpedoes placed close to Ibraila, and other portions of the river. It was, therefore, determined to make a search for torpedoes by means of ten cazak boats. Several were discovered, and were fished up. The steamers then followed the boats, moving cautiously. They were joined on their way down the river by three other steamers, namely, the *Arad*, *Imeni*, and *Agui*. Arriving at Fatih, while searching for torpedoes, the Turkish steamers suddenly opened a heavy fire from the fortifications. The Turkish steamers immediately replied with a furious cannonade which lasted past. The combat lasted fifteen minutes, during which the vessels succeeded in safely passing the forts, doing them at the same time great damage. I was on board the *Odessa*, and am, therefore, able to testify to the splendid manner in which the Turkish guns were served. The Russians sent one shell into the stern of our steamer, which burst in the cabin, but did little damage. Five other shells entered the hull; there was no one killed. Four shells struck the *Fatih Selim*. The other steamers were also hit, but sustained very little injury. The vessels are all safe.

On June 9 the Russians made another daring attempt to destroy the Turkish flotilla on the Danube. The naval correspondent of the *Daily Telegraph* on June 10 there was a sudden attack the Turkish ships lying here. While the engagement lasted the firing was terrible. Throughout the Turkish artillery told with splendid effect. The Russians attempted to use the torpedoes, but without success. One after another their boats were sunk, and their crews either drowned or taken prisoners. This victory is attributed to the special system of defence adopted in consequence of Hobart Pasha's advice. The prisoners will be sent to Constantinople immediately.

Supplementing his account a day later, the same writer says:—There are features in connection with the naval victory telegraphed by me yesterday necessary to be mentioned. It now appears that the Russians made their attack with six torpedo steam-launches, each with six torpedoes stowed, for their electric night, as obeying Hobart Pasha's precautionary instructions, had their vessels encircled by boats, which were connected by chains, thus completely surrounding their ironclads and gunboats. The first Russian launch, checked by the connecting chain, succeeded in sending out only one torpedo, which struck the foremost ironclad, doing little damage. The alarm having been given by the enemy's launch

coming into collision with the boat-chains, the Ottoman gunners had sufficient time to depress their guns and open on the assailants a destructive fire, the range being easily ascertained by the distance at which the chained boats were moored. Having had so warm and unexpected a reception, the Russians sought safety in a confused and hasty retreat, which they ultimately effected with the loss of three launches; the crews were, it is believed, all drowned. The Turks made six prisoners, one of whom is an American. This great success demonstrates the possibility of protecting ships at night against torpedo attacks. Hobart Pasha has now devised a means of protecting the Salina Harbour, also the ironclads when under steam.

## WARLIKE INVENTIONS.

The subject of light as a means of preventing the approach of torpedo craft towards a ship in the night seems to have attracted the attention of numerous inventors. One of the most simple and ingenious contrivances for the purpose of investing a fleet with a zone of light through which no enemy could pass without being observed, has been devised by M. Ferdinand Silas, of Vienna. M. Silas's inextinguishable lighting shell is similar to a common shell, can be made to fit any gun, and can, accordingly, be projected to any distance. The projectile consists of three parts, one within the other. Within the shell proper is a lining of wet sponge, and within this is a glass bottle, which fills the whole cavity, the bottom of the shell unswerving to admit of its entrance. This bottle is filled with various charges of phosphide, none of which, however, is to be less than ten pounds. A small channel is bored through the sharp point of the shell, in order to allow the air to mix freely with the wet sponge, and there are a couple of apertures in the head which are plugged with wooden stoppers covered with leather. Through the movable bottom of the shell a steel striker is inserted, which is fitted with a spring, and communicates with the glass bottle within. When the light shell is fired this is what happens:—The spring striker is driven forward by the explosion like a gas check, and so breaks the bottle; the water contained in the jacket of sponges then penetrates through the broken glass and saturates the phosphide; phosphuretted hydrogen is immediately generated in large quantities, by the pressure of which the stoppers are forced out and two streams of illuminating matter are poured upon the sea. The light burns with great brilliancy for a considerable time, and is perfectly inextinguishable.

A novel invention, in the form of a repeater pistol and sabre combined, has been brought to England by Mr. W. J. Gurd, a Canadian, for submission to the War Office. The invention is at present only in a rough form, but after it has undergone careful mechanical manipulation it promises to become a weapon unique in character, and one which might be found of considerable service to the men of the mounted arms in the field.

## THE MAN-OF-WAR OF THE FUTURE.

The British man-of-war of the future, as sketched by Mr. Scott Russell in a paper read by him last week, on the "Development of our Modern War Fleet," before a meeting of the members of the Royal United Service Institution, differs in so many essential particulars from any ship now afloat or on the slips, that the design, coming as it does from so eminent an authority, deserves attentive consideration, even by those who are by no means disposed to accept it as a satisfactory solution of a much vexed question in naval architecture. The peculiar features of the ship proposed by Mr. Scott Russell are that, in the first place, the whole of the interior is divided into a number of watertight and air-tight casemates; and that, secondly, the armour plates, instead of being, as they are at present, affixed or bolted on to the hull proper of the vessel, shall be incorporated within the structure of the iron plates of which the sides of a modern ship is built up. Minor points, in a modern ship, given to the stem, the appliances for steering and manoeuvring the vessel, the shape and size of the port-holes, the fittings of the gun carriages, and the material of which the armour plates are made. All these latter, however, are mere questions of detail, and the improvements suggested, if indeed the proposed alterations should prove on examination to be really improvements, might be readily embodied in ships already built in respect of first-class principles adopted by Mr. Russell involve, on the other hand, a complete change in the design and structural arrangements of our sea-going man-of-war, and are consequently the points which are especially deserving of notice. To begin with the casemate system, which Mr. Russell would have us adopt, his plan, explained in a few words, consists of dividing each broadside of the ship into a number of small compartments, enclosed on all sides by armoured walls—in front, supposing we are looking outwards, by the ship's side; on the sides by transverse armoured bulkheads; and in rear by a longitudinal armoured bulkhead. Each of the armoured-closets thus thus formed is to be of sufficient size to allow a heavy, large-bored howitzer gun to be worked in it; the space necessary being assumed by Mr. Russell to be twelve feet wide by eight feet and twenty feet long. Thus each gun will be completely isolated from its neighbours. A shell exploding in one compartment will not reach the others; water entering one will remain there and not spread to the others. If the enemy aim well and his projectile pierces the ship, one of the guns will be disabled and its crew placed *hors de combat*, or may be all killed; but that will be the extent of the damage done. If, for instance, the armament of our ship consists of forty guns in forty such casemates, we shall lose one of the other thirty-nine. Such, at least, are briefly summarized, the advantages which Mr. Russell claims for his system. But these casemates are not to be confined to the gun deck only. Each casemate is to have below it an under-water casemate containing all shot, shell, charges, and stores pertaining to the gun in the upper compartment, and to the crew which is to work that gun. There is to be a natural communication between the gun casemate and the magazine casemate below it, and there is to be communication from the former to the upper deck; but beyond these there is to be no entrance into the compartment in which the gun is worked. During battle no one need leave it but one; that one stands on the upper deck, or at least has his head above it, and sees and

knows all he should, and has complete command of his gun and gunners below. The hold of the ship is to be divided into similar compartments, by continuing the transverse bulkheads which form the sides of the under-water casemates right across the vessel. And by this plan, Mr. Russell asserts, "the whole will be one homogeneous structure of wrought-iron plate, disposed in the best way, without waste of weight, and each part contributing its full share to strength, safety, and effect."

Passing on to the armour, Mr. Russell states, and with perfect reason, that joints in armour are weak places, and therefore we should endeavour to make them the strongest; and that bolts and bolt-holes are causes of cracks and giving way, and therefore bolts and bolt-holes must be done away with. Struck at a joint a plate gives in there and flies out at the far off edges. Mr. Russell therefore proposes to place the whole four edges of each plate on the full walls of a casemate; the front of each casemate being, in other words, formed of one entire plate, and the whole four edges thus supported will become the strongest parts of the plate. To get rid of the objectionable bolt and bolt-holes the plate is to be interposed between the inner and outer skin of the ship. The side of an iron vessel is a cellular structure, formed of an inner and an outer skin of iron plates, sometimes in one, sometimes in two or more layers, connected together by broad plates fastened at right angles to the two skins. By this means a number of cells or compartments are formed, and Mr. Russell would make each of these of just sufficient size to hold a single plate. To use his own words, "this system of incorporating the steel armour or the iron armour inside the hollow walls of the ship's side would add to the strength of the ship's structure, and the ship's structure would enclose the armour without piercing it with holes and making it crack; and if it were cracked by some extraordinary forces the two or more pieces of the cracked plate would still be secured fast in place, and would still be there to receive the blow of the next shot with diminished strength, but not destroyed nor removed. This, I think, will be the way in which with casemates to make both the ship the strongest and safest and the armour most effective, secure, and durable." With regard to the material of which this armour should be made Mr. Russell is apparently of opinion that it should be of steel, provided it is disposed in the manner he advocates. The recent experiments at Spezia proved very conclusively that properly tempered steel possesses a much greater resisting power than any description of iron. Projectiles impinging upon it with high velocity appear to break up, instead of expanding the whole of their work in penetrating the plate. On the other hand, the steel plate itself suffers more severely than one of wrought iron. The harder plate cracks and becomes distorted, the cracks continuing to extend for some time after the blow has been struck. When, however, it is enclosed and supported and kept in its place in the manner suggested, this shattering of the armour will be of less importance, and although undoubtedly still an evil, will be more than counterbalanced by the greater resistance offered to the projectile.

A LETTER from Erzeroum in the *Hamburg Correspondent* gives some particulars of the new corps of divers which has been organised by the Turkish Government for the purpose of removing the torpedoes laid down by the Russians in the Danube and on the shores of the Black Sea. These divers (says the correspondent) are Mahomedans from Lazistan, and a certain number of them are attached to each of the Turkish squadrons cruising in the Black Sea. When the ships arrive near a spot where the existence of torpedoes is suspected, two of the divers row to the place in a very light boat, drawing so little water that there is scarcely any danger of its striking against a torpedo. On arriving at the destination one of the rowers dives into the sea, if he finds the wire or rope by which the torpedo is attached he cuts it with a sharp instrument, and returns quickly into the boat. The liberated torpedo floats to the surface of the water, the men pass a sort of lasso round it, take it in tow, and then row back to the ship as quickly as possible. For each torpedo thus captured the divers are paid 225 fr., and also a sum of money equal to one-half of its value. Although the men have been often employed on this dangerous service not a single accident has yet occurred to any of them.

It is now known that the Turkish ironclad which was destroyed in the Danube by torpedoes on the 26th of May was the *Hifse Rahman*, a sister ship to the *Lufti Djeit*, which was sunk near Matchin a few days before. The *Hifse Rahman* was a vessel of 2,500 tons displacement, having a freeboard of 4 feet, and armoured with 44-inch iron plates amidships tapering to 3 inches on the bow and quarter from the upper deck to a depth of 8 feet below the water-line. The vessel was divided by water-tight bulkheads, which extended up to the upper deck, into nine compartments; and it is this arrangement of her interior, probably, which accounts for the fact that, even after a torpedo had been successfully exploded immediately underneath her bow, and her fore hull had been driven in, she was yet observed to be sinking so slowly that it was deemed necessary to explode another torpedo under her quarter to ensure her destruction. The armament of the *Hifse Rahman* consisted of two nine-inch guns in her aft and two seven-inch in her fore turret, both of which were turned by hand, and a 40-pounder Armstrong, carried on the foremast behind a semi-circular iron shield. The length of the vessel was 322 feet, her mean draught 19 feet she could steam at the rate of 12 knots an hour, and her complement consisted of 200 hands.

## Quotations.

Hongkong, July 25, 1877.

OPIMUM.—New Patna, cash, \$507½ credit, —  
" Old Patna, cash, 562½ credit, —  
" New Benares, cash, 550 credit, —  
" Old Benares, cash, 567½ credit, —  
" New Malwa, cash, 580 credit, 580  
" Allowance Tael, 32 s 4s  
" Old Malwa, cash, 580 credit, 580  
" Allowance Tael, 32 s 4s  
CAMPHOR, ... .. 18.00 a 18.25  
QUINQUILVER, ... .. 60.80 a 61.50  
SALTPETRE, ... .. 7.00 s 7.05

## Exchange.

Bank, on demand, ...	4/0
" 30 days' sight, ...	4/0
" 6 months' sight, ...	4/0
Credit, ...	4/0
Documentary, 6 months' sight, ...	4/1
Bombay, demand Rupees, ...	230
Calcutta, ...	230
Shanghai, demand, ...	74
" 30 days' sight, ...	75
Bar Silver, 17, dwts. B., ...	77 prem.
Mexicans, ...	13
Gold Leaf, ...	25.70
English Sovereigns, ...	4.96
Australian Sovereigns, ...	4.96
Discount, ...	9 s 10

## Shares.

Hongkong Bank, 88 % prem.	
Union Ins. Society of Canton, \$775	
China Traders' Ins. Co., \$23,700	
Chinese Insurance Co., \$23,700	
Yongtong Ins. Association, \$705 ex div.	
N. K. China Ins. Co., \$180	
H. K. Fire Ins. Co., \$150	
H. K. & W. Dock Co., 25 % div.	
H. K. & W. M. S. Co., 7 % do.	
Shanghai Steam Navigation, \$180	
Hongkong Gas Co., \$75	
Hongkong Hotel Co., \$60	
Chinese Imperial Loan, \$103	

## Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

Hongkong, July 25, 1877.	
BAROMETER—9 A.M. ...	29.976
Do. 1 P.M. ...	29.938
Do. 4 P.M. ...	29.894
Thermometer—9 A.M. ...	83½
Do. 1 P.M. ...	90½
Do. 4 P.M. ...	90½
Do. (Wet bulb) 9 A.M. ...	82½
Do. Do. 1 P.M. ...	86
Do. Do. 4 P.M. ...	84
Do. Maximum ...	91
Do. Minimum over night ...	84

## Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers:—

## VESSELS TO ARRIVE.

AT HONGKONG.

When left.	Name.	From.	Remarks.
Feb.	5, Carrisal,	Cardiff	(Direct Feb. 23)
28, Janet Ferguson,	Glasgow	v. S'pore	
Mar.	8, Khedive,	Antwerp	
9, Pilgrim,	Cardiff		
17, D. McH. Park,	Sunderland v. S'pore		
Astrea,	New York		
19, Cygnus,	Cardiff	for Canton	
20, Warrior,	Cardiff		
22, Birling (s.),	Cardiff		
26, May Queen,	Cardiff		
27, Fortuna (s.),	Antwerp		
Apr.	6, Rota,	Cardiff	
10, St. Elmo,	Cardiff		
10, Adolph,	Hamburg		
10, Galates,	Cardiff		
11, Benefactor,	New York		
11, Woodhall,	Antwerp		
11, H. S. Sandford,	Cardiff		
15, Vega,	Hamburg		
16, Antipodes,	Cardiff		
18, Titian,	Penarth		

## AT SHANGHAI.

3, Staghound,	Liverpool	
4, James Shepherd,	London	
7, Woodville,	Hamburg	
10, David,	Antwerp	
11, Naworth,	Antwerp	
11, Papillon,	Newcastle (N.S.W.)	
12, Poruvian,	Liverpool	
12, Chondos,	Cardiff	
18, Alstars,	Melbourne	
— Meteor,	Hamburg	
15, Sophia,	Liverpool	
16, Meteor,	Hamburg	
19, Melusine,	Penarth	
19, Onaida,	London	v. Cardiff
19, Heperis (s.),	Deal	
26, Martha Jackson,	Penarth	
26, Alexandra,	Liverpool	
27, Kate Carnie,	London	
30, O. R. Bishop,	Falmouth	
30, Clara,	Cardiff	
30, Cliturnum,	Penarth	
June		
2, Marco Polo,	Hamburg	
4, Maltrick,	London	



## To Let.

**TO LET.**  
THE Dwelling House and Office No. 1, D'Aquila Street, lately in the occupation of Messrs DOUGLAS LAFRAIK & Co.  
The Dwelling House No. 1, Alexandra Terrace.  
The Dwelling House No. 6, Gough Street.  
The Dwelling House No. 10, Gough Street.  
Possession from 1st August next.  
The Bungalow No. 6, Shelley Street.  
The Bungalow No. 5, Old Bailey Street.  
Possession from 1st August next.

Apply to  
**DOUGLAS LAFRAIK & Co.**  
Hongkong, July 9, 1877.

## To Let.

**HOUSE** No. 10, Albany Road, lately occupied by the Rev. R. H. KIDD, "Bishop's Villa," Pok-fo-jum, furnished.  
**DAVID BASSEON, SONS & Co.**  
Hongkong, July 21, 1877.

## To Let.

With Immediate Possession.  
**THE** Upper Part of No. 62, PRAYA, either for OFFICES or GODOWN.  
Apply to  
**ROBERT MORRIS.**  
Hongkong, July 5, 1877.

## Intimations.

**AFONG,**  
PHOTOGRAPHER,  
by appointment, to  
**H. E. SIR ARTHUR KENNEDY,**  
Governor of Hongkong;  
and to  
**H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,**  
Wyndham Street, formerly ARTHUR CLUB.  
HAS on hand the Largest and Best collection of Views of China, Photographs, Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Reddish, a supply of very handsome East Albums of Russia and Great Britain, assorted sizes. Illustrated Albums for Portraits, Tobacco Pouches, in Shape of Skulls, Hats, &c., and a nice choice of Gilt Mountings for Frames, &c.  
Hongkong, March 28, 1877.

**A THOROUGH CORRESPONDENT AND ARITHMETICIAN** Desires an ENGAGEMENT.  
"Activity," care of this Office.  
Hongkong, May 26, 1877.

## Now Ready.

**"THE CHINA REVIEW,"**  
No. 6, Vol. V.  
Annual Subscription, Six Dollars and a Half.  
CONTENTS.  
Review of a Chinese Manuscript New Testament.  
A Legend of the T'ang Dynasty.  
Ethnological Sketches from the Dawn of History.  
Brief Sketches from the Life of K'ung-ming, (Continued from page 318.)  
The Tang Hou Chi, A Modern Chinese Novel.  
Ancient Peking.  
Notes on Chinese Grammar (Continued from page 266.)  
Short Notices of New Books and Literary Intelligence.  
Colloquies Bibliographical.  
Notes and Queries—  
Inheritance and "Patris Potestas" in China.  
Tonic-Sol-In Notation in China.  
Chinese Novels.  
A Difficult Character.  
Chinese Oldsmen Enamel.  
Russian Sinologists.  
The Right Gent.  
The Fish of Hare.  
Seeds of Sorghum.  
Aniseed Oil and Sandalwood.  
Brrats.  
Books Wanted, Exchanges, &c.  
Ottis Mail Office,  
Hongkong, July 7, 1877.

## Insurances.

**HAMBURG-MAGDEBURG FIRE INSURANCE CO. OF HAMBURG.**

**THIS** Company is now Prepared to Issue Policies against LOSS or DAMAGE by FIRE at Current Rates. Every Risk taken by this Company is participated in by Three of the largest German Fire Insurance Companies, representing an aggregate Capital and Surplus of over SIXTY MILLION MARKS, equal to FIFTY MILLION DOLLARS, thus enabling this Company to accept large lines.

**SANDER & Co.,**  
Agents.  
Hongkong, June 26, 1877.

**THE ON TAI INSURANCE COMPANY, LIMITED.**

CAPITAL TIENTS 400,000, EQUAL TO \$555,555.45.

Directors.  
LEE KENG, of the Lat Hing Firm.  
CHAN SHING LAI, of the Lat Yuen Firm.  
WONG YI FUN, of the Chun Cheong Wing Firm.

LEE YAT, of the Yee On Firm.  
FONG SENG FUNG, of the Tung Sang Wo Firm.  
WONG PEE CHEUNG, of the San Tye Lee Firm.  
PEH PUNG, of the Wy Sing Firm.

Manager—**HO AMEL.**

**MARINE RISKS** on Goods, etc., taken at CURRENT RATES to AUSTRALIA, CALIFORNIA, MANILA, SINGAPORE, SAIGON, PENANG, and to all the TRADING PORTS of China and Japan.

HEAD OFFICE, 48, Bonhom Strand.

Hongkong, June 1, 1877.

Hongkong, June 1, 1877.

Hongkong, June 1, 1877.

## Insurances.

**THE NORTH-CHINA INSURANCE CO.**

SUBSCRIBED CAPITAL—Tients 2,000,000, in 1,000 shares of Tients 2,000 each.  
PAID UP CAPITAL—Tients Six Hundred Thousand, or Tients 600 per share.

PROVISIONAL COMMITTEE.  
F. H. BELL, Esq. (Messrs Adamson, Bell & Co.)  
M. S. GURRAY, Esq. (Messrs David Sassoon, Sons & Co.)  
JAMES HART, Esq. (Messrs Turner & Co.)  
E. H. LAYERS, Esq. (Messrs Gilman & Co.)  
HUGH SUTHERLAND, Esq. (Messrs John Forster & Co.)  
A. G. WOOD, Esq. (Messrs Gibb, Livingston & Co.)

HEAD OFFICE—SHANGHAI.  
Secretary—HERBERT S. MORRIS, Esq.

BANKERS.  
HONGKONG & SHANGHAI BANKING CORPORATION.  
BRANCHES.  
LONDON (25, Cornhill, E.C.), HONGKONG, YOKOHAMA.

AGENCIES.  
At the principal ports in the East and Australian Colonies.

**THE** Company will be constituted on the 1st January, 1878, as a permanent Marine Insurance Company, to carry on the business (established in 1863) of the NORTH CHINA INSURANCE COMPANY, 1875-1877.

A Reserve Fund will be formed of Tients 400,000, by setting aside a portion of the profits at such times and in such sums as the Shareholders shall decide.

The net profits of the Company for each year will be divided amongst the Shareholders, in the following manner:—

One-third over the Shares, a portion thereof being set aside for the formation of a Reserve Fund as above stated.

Two-thirds as a return to Contributors (being Shareholders) in proportion to the Premiums paid or influenced by them.

A revision of the Share List will take place at the end of every three years, and for this purpose power will be given to the Directors by the Deed of Settlement to withdraw at the before-mentioned periods all or any of the Shares held by Shareholders who have not contributed Premiums or whose contributions during the preceding three years have not been in proportion to the number of Shares held.

Shareholders retiring from the Company in pursuance of the above regulation, will be notified at least three months prior to the date fixed for any such revision of the Share List, and will have the option of disposing of their Shares in either of the following ways:—

They will be at liberty at any time after receipt of notice of withdrawal, and prior to the date of revision, to sell their Shares to any person approved by the Company and accepted as the transferee; or

Upon surrendering their scrip certificate for cancellation at the time of such revision, and pursuant to notice, will receive a return of the Capital paid up (less commission), and so soon after as the financial position of the Company up to the date of the revision can be ascertained and the accounts adjusted, they shall also receive a pro-rata share of the Reserve Fund, if any accumulated, together with such proportion of the unappropriated profits as may be found due to them.

NOTICE IS HEREBY GIVEN, that Applications for Shares in the undermentioned form will be received at the offices of the Company, from residents in China and Japan, until the 30th September; from London and distant ports until 31st October next.

**FORM OF APPLICATION FOR SHARES.**

To the Provisional Committee of the NORTH-CHINA INSURANCE COMPANY, Gentlemen,

..... hereby request that you will allot to ..... Shares in the above Company, and ..... agree to accept such Shares, or any less number you may allot to ..... and ..... agree to pay the first call of Tients 600 per Share, and all subsequent calls, and to subscribe the Deed of Settlement when required to do so.

Gentlemen,  
Your obedient servant,

Forms of application for Shares can be obtained at the Head-office, or by application to the Agents of the Company.  
Shanghai, June 18, 1877.

**NOTICE.**

**LONDON & ORIENTAL STEAM TRANSIT INSURANCE CO.**

**THE** BUSINESS of this Company has This Day been transferred to THE MARINE INSURANCE CO., of 20, Old Broad Street, LONDON.

By Order of the Proprietors,  
**WILLIAM HUNT,**  
Secretary.

137, Leadenhall Street,  
London,  
1st January, 1877.

**THE MARINE INSURANCE CO.,**  
London,  
1st January, 1877.

ESTABLISHED 1836.

CAPITAL.....£1,000,000 STERLING.  
RESERVE FUND.....£ 340,000 "

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE CO. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT CO., and has Appointed Mr. A. McIVER as its AGENT in Hongkong.

By Order of the Board of Directors,  
**ROBERT J. LODGE,**  
Manager.

**A. McIVER,**  
Agent of the Marine Insurance Co. of London.

Hongkong, February 16, 1877.

Hongkong, February 16, 1877.

Hongkong, February 16, 1877.

## Insurances.

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**

HEAD OFFICE—HONGKONG.

AGENCIES at all the Trading Ports of China and Japan, and at Singapore, Saigon, and Penang.

Risks accepted; and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.  
**JAS. B. COUGHRAN,**  
Secretary.

Hongkong, November 1, 1871.

**LANCASHIRE INSURANCE COMPANY.**

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

**THE** Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on (Goods in Mats, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to  
**ARNOLD, KARBURG & Co.**  
Agents Hongkong & Canton.

Hongkong, January 4, 1867.

**ROYAL INSURANCE COMPANY.**

**THE** Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

**MELOCHERS & Co.,**  
Agents, Royal Insurance Company.

**CHINESE INSURANCE COMPANY, (LIMITED.)**

NOTICE.

**POLICIES** granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association. Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

**OLIPHANT & Co.,**  
General Agents.

Hongkong, April 17, 1873.

**QUEEN FIRE INSURANCE COMPANY.**

**THE** Underigned are prepared to grant Policies against FIRE to the extent of £45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

**NORTON & Co.,**  
Agents.

Hongkong, January 1, 1874.

**NORTH BRITISH & MERCANTILE INSURANCE COMPANY.**

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.  
CAPITAL £2,000,000.

**THE** Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

**GILMAN & Co.,**  
Agents.

Hongkong, July 6, 1875.

**THE LONDON ASSURANCE.**

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

**THE** Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

**Marine Department.**  
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

**Fire Department.**  
Policies issued for long or short periods at current rates. A discount of 20% allowed.

**Life Department.**  
Policies issued for sums not exceeding £5,000 at reduced rates.

**HOLLIDAY, WISE & Co.,**  
Hongkong, July 25, 1872.

**MANCHESTER FIRE ASSURANCE COMPANY.**

**THE** Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.  
**HOLLIDAY, WISE & Co.,**  
Hongkong, January 3, 1871.

**MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.**

**THE** Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

**HOLLIDAY, WISE & Co.,**  
Hongkong, October 14, 1869.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.	Section.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Adla	5A	Breeze	Brit. str.	781	July 15	P. & O. S. N. Co.	Saigon	at daylight
Bellona	5A	Ahrens	Ger. str.	789	July 21	Siemssen & Co.	Cooktown	
Ben Ledi	5A	Buchanan	Brit. str.	999	July 21	Order	Ythama & S. Folson	Malta, 30th
Charlton	5A	Johnson	Brit. str.	786	July 10	Hop Kee	Shanghai	MoD's Ship
City of Peking	5A	Berry	Amer. str.	5079	July 19	P. M. S. S. Co.	Yokohama	To-morrow
Dale	5A	Thompson	Brit. str.	645	July 21	Yuen Fat Hong		
Emmy	5A	Blanco	Span. str.	222	June 8	Remedios & Co.		
Glenroy	5A	Donaldson	Brit. str.	1870	July 23	Jardine, Matheson & Co.		
King Richard	5A	Nelson	Brit. str.	1133	July 17	David Sassoon, Sons & Co.		
Olympia	5A	Nagel	Ger. str.	777	July 22	Siemssen & Co.		
Thuyvalle	5A	Molten	Dan. str.	1677	July 17	Landstain & Co.		
W. Corea de Vries	5A	.....	Brit. str.	334	June 4	Hok Moh Leong		
Washi	5A	Hunter	Brit. str.	265	July 22	Landstain & Co.		
Yesso	5A	Ashton	Brit. str.	559	July 21	Douglas Laprak & Co.		
Sailing Vessels								
A. S. Davis	7	Ford	Amer. sh.	1399	June 19	Douglas Laprak & Co.		
Alphington	7	Cunningham	Brit. bge.	828	July 8	Wielor & Co.		
Annie Lowray	7	Gales	Brit. bge.	753	July 5	Order		
Antwerp	7	Atkins	Brit. bge.	1031	July 13	Melchers & Co.		
Auguste	7	Bernard	Foh. bge.	860	July 6	Carlowitz & Co.		
Bendutha	7	Higgins	Brit. bge.	970	July 3	Meyer & Co.		
Blanca Perdon	7	Tancredi	Ital. bge.	666	June 22	Landstain & Co.		
Bon Accord	7	Scott	Brit. bge.	898	July 19	Chinese		
C. W. Cochrane	7	Givran	Amer. bge.	1106	July 19	P. & O. S. N. Co.		
Cactus Olivari	7	Olivari	Ital. bge.	791	July 6	Order		
Caldew	7	Peterson	Brit. bge.	482	July 6	Order		
Canton	7	Kruseen	Slam. sh.	779	June 22	Chinese		
Ceres	7	Specht	Ger. bge.	420	July 6	Wielor & Co.		
Chang Soon	7	Cheng Sang	Slam. sh.	300	April 30	Chinese		
Chocula	7	Kennet	Brit. bge.	284	July 19	Bozario & Co.		
Chow Sze	7	Schmeyer	Slam. sh.	482	July 13	Siemssen & Co.		
Commissary	7	Hunter	Brit. sh.	898	July 13	Melchers & Co.		
Doris Broderson	7	Nielsen	Dan. sh.	647	July 21	Melchers & Co.		
Edinburgh Castle	7	Seaward	Brit. bge.	627	July 8	Adamsen, Bell & Co.		
Edith Rose	7	Seaford	Dut. bge.	670	July 6	Landstain & Co.		
Enid	7	Brathwaite	Brit. bge.	498	July 7	Arnold, Karberg & Co.		
Esport	7	Waterhouse	Amer. bge.	638	July 7	Wm. Pustau & Co.		
F. H. Drews	7	Vorstad	Ger. bge.	623	July 17	Order		
Foonchow	7	Hoebreuter	Slam. sh.	800	July 11	Chinese		
Formosa	7	Hyland	Brit. bge.	815	May 29	Russell & Co.		
Fred. P. Litchfield	7	Spalding	Amer. bge.	1082	July 1	Meyer & Co.		
Frederick	7	Wolf	Ger. bge.	794	July 19	Wm. Pustau & Co.		
George	7	Steffens	Ger. bge.	769	July 25	Melchers & Co.		
Geo. Croshaw	7	Iving	Brit. bge.	658	July 21	Adamsen, Bell & Co.		
Glamorganshire	7	McEachum	Brit. bge.	456	July 17	Chinese		
Golah	7	Dentean	Slam. sh.	580	July 4	Chinese		
Gold Hunter	7	Freeman	Amer. sh.	1900	July 5	Meyer & Co.		
Gramers	7	Hastings	Brit. bge.	688	July 1	Bornes Co., Limited		
Gryfe	7	Roberts	Brit. sh.	1068	May 24	Vogel, Hagedorn & Co.		
Hannah Law	7	Grig	Brit. sh.	1299	April 28	Vogel, Hagedorn & Co.		
Highlander	7	Guthinson	Amer. sh.	1852	May 18	Vogel, Hagedorn & Co.		
Humboldt	7	Leguimance	Ger. bge.	830	July 18	Edmund Schellhaus & Co.		
Iles of the South	7	Dennett	Brit. sh.	820	July 6	Arnold, Karberg & Co.		
Jan Peter	7	Swert	Ger. bge.	832	July 11	Siemssen & Co.		
Jas. S. Stone	7	Weston	Amer. bge.	710	July 7	Order		
Jalo	7	Moberg	Russ. sh.	1895	July 2	Order		
Johanne	7	Bunje	Ger. sh.	738	July 6	Deetjen & Co.		
Jotun	7	Baufl	Norw. sh.	886	July 1	Melchers & Co.		
Jubilee	7	Harris	Brit. sh.	735	July 11	Order		
Kalaw	7	Gadd	Brit. bge.	792	July 23	Douglas Laprak & Co.		
Kalaja	7	Roos	Russ. bge.	690	July 24	Captain		
Leading Wind	7	Hinckley	Amer. sh.	1208	June 30	Meyer & Co.		
Lofter	7	.....	Amer. sch.	48	Aug. 12	Insurance Cos.		
Lord Macanlay	7	Monkman	Brit. bge.	876	July 13	Vogel, Hagedorn & Co.		
Louis	7	Schlenker	Ger. Sm. sh.	245	July 1	Edmund Schellhaus & Co.		
Maipu	7	Andrews	Brit. bge.	574	July 12	Landstain & Co.		
Maichless	7	Daves	Amer. sh.	1793	June 22	Vogel, Hagedorn & Co.		
Merse	7	Robertson	Brit. bge.	628	July 17	Glibb, Livingston & Co.		
Mignon	7	Soule	Amer. Sm. sh.	434	July 19	Order		
Mikado	7	Henson	Ger. bge.	830	July 6	Melchers & Co.		
Nimbus	7	Leonard	Amer. sh.	1800	July 5	Messageries Maritimes		
Norseman	7	Iarik	Slam. sh.	711	July 16	Chinese		
Northern Star	7	Wortley	Brit. bge.	327	July 21	Order		
Notre D. de la Garde	7	Legier	Foh. bge.	486	July 19	Carlowitz & Co.		
Nuevo Constante	7	Uriarte	Span. sch.	203	July 8	Remedios & Co.		
Parraco	7	Phillips	Brit. bge.	464	July 12	Adamsen, Bell & Co.		
Pennhaw	7	Airey	Brit. bge.	729	July 21	Meyer & Co.		
Piccola	7	Grale	Ger. bge.	239	July 21	Siemssen & Co.		
Polynesia	7	Schwatter	Ger. sh.	985	June 26	Meyer & Co.		
Rapid	7	Bunte	Slam. bge.	239	July 23	Order		
Robert Henderson	7	Gunn	Brit. bge.	628	July 17	Tad. Mac Hop		
Rodina	7	Hansen	Amer. Sm. sh.	406	Feb. 29	Vogel, Hagedorn & Co.		
Samos	7	Bryant	Amer. Sm. sh.	385	July 17	Arnold, Karberg & Co.		
Scindia	7	Lightbody	Brit. sh.	874	July 17	Russell & Co.		
Siamese Crown	7	Saxatoph	Slam. sh.	540	June 26	Chinese		
Springfield	7	Pearl	Amer. sh.	1043	July 17	P. & O. S. N. Co.		
St. Joseph	7	Dinaout	Foh. bge.	298	July 19	Carlowitz & Co.		
Stanfield	7	Dudley	Brit. bge.	576	June 16	Russell & Co.		
Star of the North	7	Hawken	Brit. sh.	662	July 7	Chin Chon Wing		
Starlight	7	Wachtelbrenner	Slam. sh.	839	July 16	Chinese		
Sully	7	Bara	Foh. bge.	387	July 18	Carlowitz & Co.		
Sydenham	7	Miller	Brit. sh.	1063	July 11	Messageries Maritimes		
Taiting	7	Johnston	Brit. sh.	815	July 17	Order		
Theres Behn	7	Steffins	Ger. bge.	450	July 4	Siemssen & Co.		
Thoon Kramon	7	Vorreth	Slam. bge.	474	July 12	Siemssen & Co.		
Thorkild	7	Baede	Ger. sh.	180	July 19	Arnold, Karberg & Co.		
Thuliochorum	7	Massen	Brit. Sm. sh.	175	July 19	Wielor & Co.		
Twilight	7	Dalmy	Brit. sh.	680	July 23	Jardine, Matheson & Co.		
Vindicta	7	Triamble	Brit. bge.	679	July 17	T. C. Limited		
Weakly Pendleton	7	Blanchard	Amer. bge.	809	July 2	Douglas Laprak & Co.		
Young Siam	7	Benedictsen	Slam. sh.	701	July 16	Kin-tye-long		
WHAMPOA								
Bombay		Smith	Brit. str.	739	May 9	P. & O. S. N. Co.		
Carl		Thomson	Ger. bg.	215	July 18	Arnold, Karberg & Co.		
Pelto		Christiansen	Ger. bge.	250	July 11	Arnold, Karberg & Co.		
Trio		Westerveld	Dut. bge.	263	July 24	Siemssen & Co.		
CANTON								
Amoy		Drewes	Brit. str.	814	July 24	Siemssen & Co.		